

GET GOOD ROADS PROPOSITION ON BALLOT IN FALL

This is the Slogan of County Association Sounded at Edgington.

ARGUMENTS CONVINCING

Speakers From Rock Island and Moline Bring Out Points Which Cannot Be Controverted.

"If as good a program as this is presented at all the proposed district meetings in the county I am sure that the good roads campaign will win out," said a well known Edgington man after the session held at that place Saturday evening under the auspices of the Rock Island County Highway Improvement association. And that seemed to be the general impression.

Leaders in the movement from Rock Island and Moline, headed by President Phil Mitchell and Secretary E. W. Woodcock of the association, were present and the arguments presented were convincing. Some of the best of these arguments were stereotyped views gathered by Mr. Woodcock, illustrating the handicaps which had roads entail and drawing a comparison with good ones. Among the pictures were a series showing the progress of the Chicago business men who recently became marooned west of Milan when leaving here for Monmouth, the trouble being caused by the overflow from Mill creek.

There was not a large attendance of residents of Edgington, due mainly to the fact that this is the midst of the threshing season, when farmers work all day and are then too tired to go anywhere but to bed. However, those present showed much interest. Circulars were distributed covering the essential points in the good roads campaign.

Dr. Allan Miller of Edgington presided and the speakers were Mr. Mitchell, E. H. Geyer and S. W. Searle of Rock Island and Dr. W. L. Taylor, William Butterworth and Mr. Woodcock of Moline, the last named explaining the stereotyped views. Variety was added to the program by E. J. Stackhouse of this city, field secretary of the Highway association, who gave two readings, "He Wasn't In It" as "Banty Jim," and made a hit, at it.

Want Chance For Vote.

The burden of the appeal of all the speakers was for a chance to be heard by the people. Everybody was urged to use his influence with the supervisors to secure the inclusion of the project at the November election, a course which will be of no avail if the project is not taken into consideration. The speakers will make efforts to inform themselves during the intervening period.

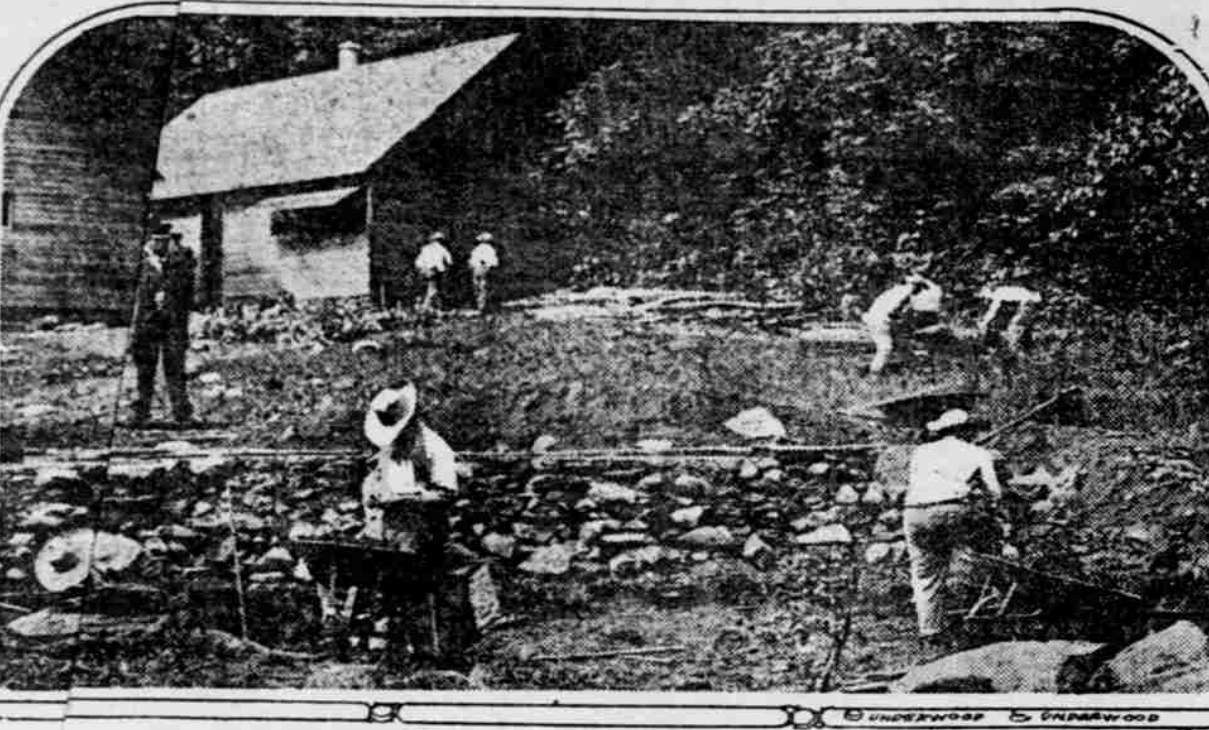
Mr. Mitchell covered much the same ground as in former addresses on the same subject. He reviewed a financial aspect, showing that the people of the county are now paying \$2,000 a year for roads and are getting next to nothing, while the proposition now submitted will insure that roads reaching all parts of the county and will cost but \$75,000 a year, an average. It is up to the farmers who are the chief beneficiaries, to show interest. The association is now up to men who are unselfishly devoting their time and money to the cause. They have nothing to gain except in the same manner as other citizens will, and if the project fails the voters are ready to step out and allow someone else to take up the fight. The speaker,

IF KIDNEYS AND BLADDER BOTHER

Take a glass of Salts to fix out your kidneys and neutralize irritating acids.

Kidney and bladder weakness result from uric acid, says a doctor authority. The kidneys filter this acid from the blood and pass it on to the bladder, where it often remains to irritate and inflame, causing a burning, scalding sensation, or setting up an irritation at the neck of the bladder, obliging you to seek relief two or three times during the night. The sufferer is in constant dread, the water passes sometimes with a scalding sensation and is very painful; again, there is difficulty in voiding it. Bladder weakness, most likely call it, because they can't control urination. While it is extremely annoying and sometimes very painful, this is usually one of the most simple ailments to overcome. Get about four ounces Jad Salts from your pharmacist and make a table-spoonful in a glass of water before breakfast, continue this twice or three days. This will neutralize the acids in the urine so it no longer is a source of irritation to the bladder or urinary organs which then act normally again. Jad Salts is inexpensive, harmless, and is made from the acid grapes and lemon juice, combined with lithia, and is used by thousands of folks who are subject to urinary disorders caused by uric acid irritation. Jad Salts is splendid for kidneys and aces no bad effects whatever. If you have a pleasant, effervescent little water drink, which quickly relieves bladder trouble. Harper House Pharmacy—(Adv.)

CONVICTS FROM SING SING BUILD ROADS FOR NEW YORK STATE



Convict laborers' camp near Albany, N. Y.

Albany, N. Y., July 27.—Twenty prisoners from New York's famous Sing Sing prison are now quartered at Camp Mormick near here, in the first permanent camp of convict laborers established by the state. A similar number of men from the same institution will shortly follow and all will be engaged on the state highway by the Cullman mountains that will connect Albany with New York on the west end of the Hudson river.

The men work without restriction, coming and going to the camp at will, excepting during working and sleeping hours. Though a guard is with them, he carries no arms. It is expected that the camp will be maintained throughout the winter unless the weather is too severe. Though an appropriation of \$100,000 was made by the legislature for constructing the road, it is expected that by the employment of convict labor the cost will be less than \$100,000.

The men have been permitted to receive a list of articles including baseballs and bats, cards and checkers and quilts with which to entertain themselves during working hours. A "staff" correspondent from "The Star of Hope," the newspaper edited and printed by the convicts at Sing Sing prison has been attached to the camp to report for his publication. He is a man who was sentenced to life imprisonment for slaying his sweetheart.

DELAY TO BARGE ARE RIVER NEEDS

Lack of Terminal Facilities Means Boat Will Arrive Here Behind Schedule.

FIVE DAYS IN ONE PLACE

In Letter to United States Engineers' Office State That Loading Was Slow and Caused Hindrance.

While the 1,000-ton steel barge of John Bernhardt, New Orleans, was scheduled to arrive in this city the coming week, delays have occurred, which will mean that the barge will not get here until sometime in August.

In a letter to the local United States engineer's office, Mr. Bernhardt stated that at one place the barge lost five days where lumber was loaded on board at a slow rate of eight tons per hour. In the same letter, the New Orleans water expert questioned the height of the bridges above the water level between St. Louis and St. Paul, stating that he had read where in some places the smokestacks of the vessels had to be lowered. He said that barge No. 5, which is making the initial trip between New Orleans and St. Paul and return to demonstrate the work of the Bernhardt engine and also to revive river traffic, was 24 feet above the water level.

In the reply he received he was told that he would experience no trouble on account of bridges or cables and wires crossing the water as these were required to have 55 feet head room above the water level or the bridges to have either draw or lift spans if not that high.

He also queried relative to the effect the suspension of river work would have on the trip and was told that at the present stage that the idleness of the dredges and tow boats would not affect the trip.

Brings Out Necessity. In answer to his statements relative to the lack of terminals or handling facilities, the letter from the local United States engineer's office explained that his experience brought out clearly the big impediment to the revival of traffic on the stream.

There has been a great discussion of the question and designs for modern terminals have been prepared by the Upper Mississippi River Improvement association. The cities in general on the stream have made no advances in this line and with few freight boats in service there has been little incentive to take steps unless some other purpose such as the reclamation of valuable property or the establishment of a park, such as in Davenport.

Touches Upon It.

James E. Edmonds, staff correspondent of the New Orleans item, who is making the journey upstream on the barge, touches upon this matter in a "story" published under a date line of July 18, "above Vicksburg." He says: "So we are traveling on what is the equivalent to a nationally owned 25-track north-and-south railroad, with a model roadbed, fewer curves and less gradient than any other railroad in the United States, reaching from the heart of the continent to the sea, and linking the greatest cities between the Rockies and the Alleghenies.

"We are traveling on a 'slow freight' bound through to the terminus. And between Jeffers, La., and Vicksburg, Miss., in the heart of as rich a farming country as there is in the world, with great lumbering industries centering near, in 24 hours we have met not enough moving traffic to fill a dozen freight cars or enough travel to crowd one sleeper.

"Had we been on the Rhine, or the Elbe, we would never have been out of sight of hurrying travel or thrifily moving traffic. Every few miles there would have been loading stations, with permanent quays, electric cranes. Where a railroad was near there would

have been side-tracks leading out to the river's edge. The railroads would be compelled to give a joint bill of lading with river craft, and to interchange traffic. The levees would have been built to stay built, near banks made permanent and safe.

Region Is Destroyed.

"Instead, we have moved up an empty river, through a region marked everywhere by destruction as ruthless as ever that of an Attila or an Alaric. Caving banks, vast sand-bars that are signs of waste and ruin elsewhere; long reaches where show jagged the ends of caved-in levees, 'new growth' cottonwood and willow in deserted fields, a few scattered fishing boats, some timber camps and levee camps—and the tale of this part of the river is told.

"Somewhere behind the trees, in places miles behind in others only a few hundred yards, are the plantations and the country towns, where as good land and as good climate as in America pays only half-told and quarter-told to a population harassed, perplexed and vexed from year to year by the menace of flood and the throttling of inadequate and expensive transportation.

"Nations fought over control of this river for hundreds of years.

"France, England, Spain, the United States did battle for it.

"It was to be the 'key to the new continent.' Giving it to young America, so Napoleon thought, was to give to England a rival that would some day crush her. Jefferson plumed himself in getting control of it he had made certain the building of a port on the gulf that would rival the greatest ports of the world.

"From history's dawn it has been axiomatic that civilization would depend upon the flows of rivers, and that where a great river moved, there would be the tides of commerce flow swiftest and fullest.

"Yet it is a literal fact that the Mississippi is today an expense and not a benefit from one end to the other. The theoretical reduction it makes in railway freight rates to 'river points,' the railways make by over-charges to other points. The cost of caring for traffic on the river is an exorbitant charge for every ton of freight carried.

"From Memphis to the gulf, 800 miles by the channel, it averages a strip of country 10 miles wide given over to wilderness by reason of its shifting banks and levees changing with the seasons.

Would Abolish River.

"If the American people are to do no more with the Mississippi than they do now, they would be happier and wealthier if they could wish it off the map and sever the drainage of the continent to the sea by underground pipe line!

Below Vicksburg we plugged our way along the Louisiana shore under the lee of a long sweeping bend. The current was chewing and gnawing at the bank. Here and there a scarred levee-end projected through the undergrowth of young cottonwoods and willows.

"And every few miles was a levee camp.

"That is all the activity there was—levee building."

Peersages Lacking in Permanence. Peersages have little of the permanence of pyramids. Forty years ago a careful calculation was made which showed that of 217 peersages created during the preceding 45 years only 133 remained upon the rolls. Of the 133 peersages only 14 survived, of the Tudor 11 and of the Stuart 46. During the reign of George III. more than 400 titles were created, of which in 1875 270 had disappeared.—London Standard.

Lininger & Meyer

Real Estate and Loans

Have moved their office to

Rooms 219 and 220

Safety Building,

Rock Island.

SITE IS SECURED FOR NEW CENTRAL GRAMMAR SCHOOL

Board of Education Adds to Present Irving Grounds on Twelfth Street.

LARGE BUILDING PLANNED

Structure to Be Erected at South End of Lot Will Be Fitted for Higher Grades.

By the purchase of additional property south of the present Irving school at Ninth avenue and Twelfth street the board of education has secured a site on which will be erected a new building which is expected to solve the problem of accommodating pupils from the southwestern part of the city.

The property in question is that of Mrs. Britta M. Johnson, 1207 Tenth avenue and extends from Twelfth street to the alley east. It adds a strip half a block wide and about 100 feet deep to the present school grounds and was purchased at a cost of \$3,400, the residence on the lot to be retained by the owners.

Tentative plans provide for an entirely new building separate from the present one, which stands on the north end of the school property. The new structure is to be built near Tenth avenue, extending about 100 feet north. It will be one of the largest and most modern in the city.

For Higher Grades.

The new school will be two stories in height and be especially equipped for the instruction of the two higher grammar grades, probably on the departmental plan. The present building will be used, as now, to care for children up to and including the sixth grade.

Gymnasium, auditorium and perhaps facilities for instruction in domestic science and manual training will be provided.

For several years the Irving school has been crowded, lately so that it was necessary to fit up a room in the basement for the smaller children. At the same time the older pupils in that locality were compelled to go either to the Lincoln or the Hawthorne school for instruction. The addition of tracts of South Rock Island brought more pupils, especially in the higher grades, for which there seemed to be no place. It was necessary to furnish additional accommodations and the board of education has had the matter under consideration for several months. The situation has been canvassed from every angle and prices secured on a number of promising sites.

Is Central Location.

The location which has been settled upon as a result of the purchase of the Johnson tract is a central one and convenient for the entire southwestern part of the city, though the area available for playground after the new building is erected will not be as large as might have been hoped.

SIGNS TO WARN AUTO SPEEDERS

Mayor of Davenport Orders Same Placed on All Roads Leading Into the City.

The moment an auto driver reaches the city limits of Davenport and is about to enter the paved street area, he will be confronted with a sign conveying the warning: "speed limit 15 miles an hour," before another week has elapsed.

Mayor Alfred C. Mueller has instructed the board of public works to order sufficient signs, so that one of them may be placed at the head of every main artery leading into the city. As a result, Commissioner of Public Works J. W. Crowley, placed orders for the necessary placards, which will be finished and installed in a few days. Same will be erected on posts and will stand 10 feet above the ground. The letters will be of a size which will enable the autoist to read at a considerable distance. These signs will be placed at the city limits on the following thoroughfares: Rockham Road, Telegraph Road, West Locust street, Hickory Grove Road, Division street, Harrison street, Brady street, Middle Road and East River drive. One of the signs will be placed at the bridge entrance on East Second street, and at other places which the board of public works may see fit to choose.

The mayor's action is due to the fact that in the past autoists have been arrested for speeding and have claimed that there were no warning signs, informing them as to the speed limit in Davenport. The mayor of Leon, Iowa, was arrested and fined a few days ago upon entering the city via Rockingham road. He strenuously protested, claiming that inasmuch as the city had failed to provide proper warning, he should not be held responsible. Mayor Mueller believes that the signs should be erected in fairness to the autoists.

The Association of German Physicists at Prague has introduced for its members during the summer months a half holiday on all Sundays and legal holidays, under a system whereby there are designated, in rotation for each such half holiday, certain members of the association who hold themselves in readiness to respond to all sick calls from patients of any member.

COOL COLONIAL COMFORTABLE

THE CREAM OF PHOTO PLAYS.

Monday and Tuesday, July 27 and 28.

The Million Dollar Mystery

FOURTH EPISODE, ENTITLED, "THE THIRD FLOOR FLAT."

Every heart will throb for Florence—the Beautiful Heroine—as she daringly escapes a trap laid by her strong armed persecutors. Balance of program change tomorrow.

ROCK ISLAND'S DIRECTORS MAY FACE BIG SUITS

Interstate Commerce Commission Has Started to Investigate Road's Books.

LIKE THE NEW HAVEN CASE

Shareholders May Be Advised to Begin Action to Recover About \$20,000,000 From Directors.

New York, July 27.—Wall street was completely surprised by last week's news that representatives of the interstate commerce commission had suddenly and unexpectedly dropped down on the New York offices of the Rock Island system and demanded certain books and papers, with the idea of making a thorough investigation of that company's financial and physical condition.

There is not the slightest doubt now that a searching investigation, such as has just been completed in New Haven will be made by representatives of the government in Rock Island.

It should not be a surprise, either, if, after the Rock Island investigation is over, shareholders of the Rock Island are advised by the commission to start suit against their directors to force restitution. That was the advice just given to the New Haven shareholders, and legal steps already have been taken to follow it.

Urges Suit Against Directors.

Lawyers who know something about what has been going on in Rock Island since the Moore-Reid management assumed control in 1902 do not hesitate to predict that the outside shareholders could recover by bringing a civil suit against the directors.

Most of the company's directors are very wealthy men. Here is a partial list: William H. Moore, D. G. Reid, F. L. Hines, president of the First National bank; James Speyer, senior partner of the International banking house of Speyer & Co.; A. J. Miller, a partner in the foreign banking firm of Boissevain & Co., which represents the Holland shareholders; Ogden Mills, capitalist; Benjamin Strong, Jr., president of the Bankers' Trust company; James McLean and Arthur Curtis James, partners in the very wealthy firm of Phelps, Dodge & Co., and E. S. Moore, a brother of William H.

These men, if necessary, could raise \$20,000,000 with as little effort as would be required for the ordinary every-day business man to get hold of \$20.

Could Recover \$7,500,000.

Without question the sum of \$7,500,000 could be recovered by the holders of the old Chicago, Rock Island & Pacific railway securities at one swoop. The amount is involved in the purchase and sale of the Frisco. The Frisco was illegally purchased and illegally sold by the Rock Island directors. At this time it is not necessary to go into the details of how that property was acquired.

Rock Island is not as bad off as some people have tried to make the outside Rock Island bond and stockholders believe. Since the reorganization was unexpectedly proposed last January, members of the so-called bond and stockholders' protective committee, have been working to create the impression that a drastic reorganization would be so severe that new low records for both the bonds and the stock would result. They did, as a result of the agitation.

Until Tuesday of last week it was confidently predicted on all sides that the proposed reorganization plan would go through. Then something happened, for it was announced that the proposed plan had been abandoned.

There is an explanation of why the so-called protective committees suddenly abandoned the proposed reorganization. A few days ago a prominent Rock Island official went on record as saying that his company was not in need of funds, and that it was entirely unnecessary to impose the \$2,100,000 annual fixed charges by selling the \$30,000,000 new preferred stock.

He declared that the new preferred stock could be sold in small blocks as needed, and if that plan were carried out the large commissions demanded by the underwriting syndicate would be avoided. At that stage the interstate commerce commission knocked on the door and asked for the books, etc.

ADVERTISED LETTERS

United States postoffice, Rock Island, Ill., Monday July 27, 1914. Advertiser list No. 30: Mrs. C. A. Anderson, John Blauls & Son Grocery Co., George Book, Mrs.

Adeline Balles, John Brown James Carlin, R. F. Coyer, Mr. and Mrs. E. V. Comstock, A. DeFrow, Henry Dorgan, E. E. Davidson Clark C. Ellis, Bert Fay, William Fisher, W. F. Flynn, Geo. Frost, John Flaherty, Otto E. Frank, Wash. Fisher, L. Z. Grant, Miss Laura Estabrook, Benjamin Graves, Ruby Hulton, J. A. Hallberg, Howard A. Johnston, A. L. Knowlton, Jane M. Kornas, Charles Lagenauer, C. Mard, J. D. Munth, Mrs. Hattie Miller, Mrs. Clara Miller, Mrs. Ella Reese, J. M. Shaw, Clement Stevens, Marguerite Stewart, Holly Strain, H. F. Schmidt, G. Tarnet, Mack Watts, Bertha Yarrington (2), HARRY P. SIMPSON, Postmaster.

BASE FOR CANNON AT MONMOUTH RECEIVED

The base for the cannon which was set up in Coburn square in Monmouth a few weeks ago has been completed and appropriately inscribed. On the west side appear the words "Coburn Square. Dedicated to City Monmouth 1856," and on the other, "United States Navy, Recommendation Clyde H. Tavenner."

Coburn square is better known as West park, but on the plat of Coburn's addition which was laid out in 1856 the block is styled "Coburn square," and a recent recommendation of the city council was that this name be generally used.

Mexico's Spiked Mountain.

One of the most remarkable geological freaks in Mexico is a mountain situated on the outskirts of Pachuca which presents the appearance at a distance of being covered with spikes. The sides of the mountain are closely studded with stone columns or pillars. These columns are five to 12 feet long and as large around as an average man's body. It is a remarkable uplift of nature which has the appearance, however, of being the handiwork of human beings. One side of the mountain is almost perpendicular, and the stone columns protrude from the surface at right angles, forming an impressive picture. Pachuca is one of the most noted mining districts in Mexico, and it is said by geologists that this remarkable spiked mountain is out of keeping with the remainder of the formation of the mineralized region. The stone is as hard as flint and has withstood the elements for ages. The spikes form a natural battlement that makes the mountain appear from a distance like some ancient fort.

Winning a Bouquet.

Among his stories of Edmundburg in King Edward's days the author of "On the Track of the Great" notes the fashion of "bunching" (presenting bouquets to ladies) on the promenade and tells this story of King Edward and the Roman artist, Corrodi: One morning dear old Corrodi was carrying around a bouquet of serious proportions of fine tea roses which he proposed presenting to an American lady for whom he was eagerly seeking in the large mass of promenaders. All at once he unexpectedly came across the prince, accompanied by Lady Cork. "Good morning, Professor Corrodi!" exclaimed his royal highness. "How very kind of you to think of bringing Lady Cork such a beautiful bouquet?" Of course there was nothing left for the genial Italian to do but to part with his flowers and go and buy some more for the American lady.

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